

# The China Mail

Established February, 1845.

VOL. XLIII. No. 7591.

號七十年十月廿七十八百八千一英

HONGKONG, SATURDAY, DECEMBER 17, 1887.

日三月初一十年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. G. GEORGE & CO., 30, Cornhill, GORDON & GOTCH, Judges' Circus, E. C. BATHS HENDY & CO., 37, Walbrook, E. C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILDE, 131, Cannon Street, E. C. PARIS AND EUROPE.—AMBERT PRINCE, & CO., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney. CEYLON.—W. M. SMITH & CO., THE APOTHECARIES' CO., Colombo. SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HELMERS & CO., Manila. CHINA.—F. A. DE CRUZ, Secon, Quelch & CO., Amoy. N. MOALI, Foochow. HEDGE & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WATSON, Yokohama. LANE, CRAWFORD & CO., and KELLY & CO.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000  
RESERVE FUND, \$3,000,000  
RESERVE LIABILITY OF PRO<sup>TE</sup>CTORS, \$7,500,000

COURT OF DIRECTORS.  
Chairman—O. D. HORTONLEY, Esq.  
Deputy Chairman—Hon. J. BELL IRVING.  
W. H. DALBY, Esq.  
H. L. DALBY, Esq.  
S. C. MICHAELSEN,  
Esq.  
W. H. FORBES, Esq.  
H. HORTONLEY, Esq.  
Chief Manager—T. JACKSON, Esq.  
Shanghai, EVEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED.  
(N) Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 6 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, and America, China and Japan.

T. JACKSON,  
Chief Manager.  
Hongkong, September 20, 1887. 363

## NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days 10 to 3; Saturdays, 10 to 1.  
2.—Sums less than \$1. or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.  
3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.  
4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.  
5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begining of July.

6.—Correspondence as to the business of the Bank is marked *On Hongkong Savings' Bank*. Business is forwarded by the various British Post Offices in Hongkong and China.  
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, September 1, 1887. 754

## Notice of Firm.

NOTICE.  
MR. J. S. SHOCKER has ceased to  
serve our Firm per Procuratum from  
the 13th instant.  
S. J. DAVID & CO.  
Hongkong, December 16, 1887. 2449

## Intimations.

NOTICE.  
G. E. O. S. M. I. T. H.  
WINE MERCHANT,  
SHANGHAI.  
Agents,  
NORTON & CO.,  
Marine House, Queen's Road,  
Hongkong, October 1, 1887. 1018

## J. D. KILEY, SAIL MAKER.

VENTS, AWNINGS AND  
FLAGS.  
No. 23, Praya Central,  
Hongkong.  
Hongkong, November 1, 1887. 2437

## Intimations.

HONGKONG AND CHINA GAS  
COMPANY, LIMITED.

THE Transfer BOOKS of this Company  
will be CLOSED from the 17th to the  
31st instant, both days inclusive.

F. W. CROSS,  
Manager.

Hongkong, December 16, 1887. 2447

PERSEVERANCE LODGE OF  
HONGKONG,  
No. 1165.

A N Emergency MEETING of the above  
LODGE will be held in the Faz  
Maison Hall, Zetland Street, on MON  
DAY EVENING, the 19th instant, at 8:30  
for 9 p.m. VISITING BROTHERS are cordi  
ally INVITED.

Hongkong, December 14, 1887. 2429

GOVERNMENT NOTIFICATION.

TENDERS will be Received at this  
OFFICE until Noon of TUESDAY, the  
20th Inst., for the Privilege of FARMING  
the DIFFERENT GROUPS of QUAR  
RIES (separately or conjointly) which form  
the GOVERNMENT QUARRYING MONOPOLY,  
for the year 1888.

Form of Tender and further Particulars  
may be obtained at this OFFICE.

By Command,  
FREDERICK STEWART,  
Colonial Secretary.

Hongkong, December 12, 1887. 2427

GOVERNMENT NOTIFICATION.

TENDERS will be Received at this  
OFFICE up till Noon of TUESDAY,  
the 20th Inst. for the Sole Privilege of  
SLAUGHTERING CATTLE within the  
Colony for 12 months, commencing on the  
1st January, 1888.

For further Particulars apply at this  
OFFICE.

By Command,  
FREDERICK STEWART,  
Colonial Secretary.

Hongkong, December 12, 1887. 2427

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By Command,  
FREDERICK STEWART,  
Colonial Secretary.

Hongkong, December 12, 1887. 2427

ROBES ET CONFECTIONS

FRENCH DRESS-MAKER.

## Business Notices.

LANE, CRAWFORD & CO.

HAVE NOW OPENED THEIR NEW STOCK OF  
FANCY GOODS AND DELICACIES

Suitable for the Festive Season.

Christmas & New Year  
Presents.

ALL THE LATEST NOVELTIES.

LADIES' HAND BAGS.

DRESSING CASES AND BAGS.

POCKET BOOKS AND PURSES.

JEWEL AND WORK BOXES.

PHOTOGRAPH FRAMES & CASES.

CIGAR CABINETS.

MANTLE ORNAMENTS.

TABLE LAMPS.

INKSTANDS.

NEW ONYX WARE. NEW EMBOSSED LEATHER.

A HANDSOME TABLE FOUNTAIN.

A SPLENDID COLLECTION OF PRESENTS.

CHILDREN'S MECHANICAL TOYS.

CARVED MEERSCHAUM PIPES AND CIGAR HOLDERS.

CIGAR AND CIGARETTE CASES, TOBACCO BOXES.

REMEMBERED PRESENTATION BOOKS.

CHRISTMAS AND NEW YEAR'S CARDS.

Electro-Plated Ware.

A Splendid Selection of Useful PRESENTS.

CHRISTMAS DELICACIES.

Best English and French Brandy,

SOUPS, FISH, GAME, PATTIES, TONGUES, SAUCES, SPICES, VEGETABLES,

DESSERT FRUITS, &c., &c.

New Season's Plums, Sultanas, Sultanas, Apples, Clums, Plums,

Nuts—Almonds in Shells, Brazil, Filberts and Barcelona.

PLUM PUDDINGS AND MINCE MEAT.

HUNTERLY AND PALMERS.

CHRISTMAS CAKES.

FINEST SELECTED YORK HAMS.

CHEESE.

GORGONZOLA, GLOSTER, ALBERT, ROCHEFORT AND STILTON.

HUNTERLY AND PALMERS' CHRISTMAS AND ASSORTED

BISCUITS.

French and English

CONFETIONERY

AND BON BONS.

OF the very Best quality procurable.

FANCY CHOCOLATES AND CHOCOLATE CREAMS.

COCOA QUOES.

HOLLY AND MISTLETOE WREATHS.

LANE, CRAWFORD & CO.

Hongkong, December 10, 1887. 2449

## W. POWELL & Co.

CHEAP TOYS.

CHEAP TOYS.

Latest Novelties in CHEAP TOYS.

ALL NEW GOODS.

W. POWELL & CO.

Hongkong, December 7, 1887. (TELEPHONE 21).

2375

## ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

(+)

## NEW HATS

BLACK, DRAB, AND BROWN, HARD AND

SOFT FELT HATS.

in a variety of New Shapes.

DRAB and GREY SINGLE and DOUBLE

TERAI HATS.

STRAW HATS.

MILITARY and FELT HELMETS, and

TWEED HATS and CAPS in Stock and made to order,

Hongkong, October 8, 1887. 1964

2375

## STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS GENTLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM

THE PRINCIPAL LANDINGS PLACES.

CHARGES MODERATE.

TIFFIN of 10 cts. DINNER of 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS, DINNER 10 CENTS.

WINE, SPIRITS AND LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 2375

607

THE HOTEL ALSO CONTAINS handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL IS AN EXCELLENT PLACE FOR COMFORT, CONVENIENCE AND QUICK SERVICE.

CONTINENTAL LANGUAGES ARE SPOKEN.

Mrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1887. 2375

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## NOTICE TO ADVERTISERS.

CANADIAN AGENT STEAMSHIP

LINE.

STEAMSHIP PARTIA,  
FROM VANCOUVER, YOKOHAMA  
AND KOBE.THE above Steamer having arrived,  
Consignee of Cargo are hereby re-  
quested to send in their Bills of Lading for  
countersignature, and take immediate de-  
livery of their Goods from alongside.Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signee's risk and expense.

ADAMSON, BELL &amp; CO.,

Agents.

Hongkong, December 13, 1887. 2424

## INSURANCES.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.THE Undersigned, Agents of the above  
Company, are authorized to insure  
against FIRE at Current Rates.

GILMAN &amp; CO.,

Hongkong, January 1, 1882. 14

QUEEN-FIRE INSURANCE COM-  
PANY.THE Undersigned, Agents for the above  
Company, are prepared to ACCEPT  
RISKS against FIRE at Current Rates.

NORTON &amp; CO.,

Agents.

Hongkong, July 15, 1887. 1340

## NOTICE.

THE MAN ON INSURANCE COMPANY  
(LIMITED).

CAPITAL SUBSCRIBED....\$1,000,000.

THE above Company is prepared to ac-  
cept MARINE RISKS at Current  
Rates on Goods, &c. Policies granted to  
all parts of the World payable at any of its  
Agencies.

WOO LIN YUEN,

Secretary.

HEAD OFFICE

No. 2, QUEEN'S ROAD WEST.

Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A. D. 1720.THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurance as follows:—

Marine Department.

Policies issued at current rates, payable either  
here, in London, or at the principal Ports of  
India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates.

Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLIDAY, WISE &amp; CO.

Hongkong, July 25, 1887. 496

VOL. XLV.—No. 2.  
—OF THECHINA REVIEW  
NOW READY.

## To-day's Advertisements.

IMPORTANT  
AUCTION  
NOTICE!

## NOW ON VIEW

AT

DUDELL STREET.

KUHN &amp; CO.

GRAND AND VALUABLE  
COLLECTION

OF

ANCIENT AND MODERN  
JAPANESE FINE

## CURIOS

—AND—

WORKS OF ART,

TO BE SOLD

ON

TUESDAY, 20th Decr,

WEDNESDAY, 21st

THURSDAY, 22nd

Commencing each day at 2 p.m.

N.B.—The Wonderful Carving,

THE WILDMAN OF

THE WOODS,

now ex-  
hibited at their FINE ART

GALLERY (opposite the

HONGKONG HOTEL),

will also

be offered FOR SALE

on

the 3rd day.

G. R. LAMMERT,

Auctioneer.

Hongkong, December 17, 1887. 2466

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW-  
CHWANG, TIENTSIN, HANKOW and  
Ports on the YANGTSE.)

The Co.'s Steamship

Lusters,

Captain SZEAL, will be  
despatched as above on

SUNDAY, the 25th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, December 17, 1887. 2455

## To-day's Advertisements:

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship

Prim,

Capt. BUTLER, will be

despatched as above on

MONDAY, the 19th instant, at Noon,

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, December 17, 1887. 2414

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates  
for CHEFOO, HANKOW and Ports  
on the YANGTSE.)

The Co.'s Steamship

Kutseung,

Captain KUANG, will be

despatched as above on

MONDAY, the 19th instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, December 17, 1887. 2423

## SHIPPING

ARRIVED.

December 17, 1887.—

Tansui, British steamer, from Whampoa.

Walter SIEGRIST, British barque, 394,

Lawrence, Tientsin December 7, General.

CHINESE

Tales, British steamer, 820, W. Y. Hunter,

Taikau, via Amoy, and Swatow Dec.

16 General.—DOROGAS STEAMSHIP CO.

Kwong Kea, Chinese corvette, 1,230, Capt.

Wong Tai, Foochow December 15.

Escort, American barque, 694, Water-

Cheou, Foochow December 6, Beams.—ORDER

Marie, German str. 704, W. Schaefer,

Haiphong December 15, General.—WIELER

&amp; Co.

DEPARTURES

December 17.—

Sarlio, for Ilolo.

Baru, for Amoy.

Mongkot, for Bangkok.

Clara, for Haiphong.

Yantze, for Whampoa.

Lenten, for Singapore, &amp;c.

Tansui, for Port Darwin and Sydney.

Cleared.

Soochow, for Hoihow, &amp;c.

Norway, for Whampoa.

Peking, for Shanghai.

ARRIVED.

Per Soochow, from Pakhoi, &amp;c., Mr

Nethersole, late 3rd Engineer of the steamer

Lorne.

Per Thales, from Taiwanfo, &amp;c., Messrs

Hastings and Marshall, and 70 Chinese.

Per Marie, from Haiphong, 1 European,

and 34 Chinese.

DEPARTED.

Per Namoa, for Amoy, Mr A. G. Gordon.

Per Mongkot, for Bangkok, 1 European

and 10 Chinese.

Per Clara, for Haiphong, 150 Chinese.

Per Benteve, for Singapore, &amp;c., 20

Chinese.

Per Tainan, for Sydney, 2 Europeans,

and 132 Chinese.

TO DEPART.

Per Soochow, for Hoihow, &amp;c., 160 Chi-

nese.

Per Ussach, for Shanghai: from Hong-

kong, Mr and Mrs A. L. Jordan and child

Messrs E. Turl, F. J. Marshall, A. Perrot

and Fishwick, from Marseilles, Mr O. G.

Ready, Mr C. W. Mason, Mr de Luca, Miss

and Mr de Luca, Major-General O. Shug-

nessy, Mr Vermorel, and 3 French Mis-

sionaries; from Singapore, Mr. Ridder, For

Kobo; from Yokohama, Mr. Ostyhina, and

Dr. D. Dick. For Yokohama, from Hong-

kong, Messrs W. de Russell, W. F. Tuinel,

A. Donne and C. Deneux.

Per Hoihow, for Foochow, Mr. Gao, Gracewood

and Elsbo; for Foochow, Mr. Gao, Gracewood

for Peking, for Shanghai, 35 Chinese.

SHIPPING REPORTS.

The British steamer Thales reports:

Tansui to Amoy, thence to Swatow, with

cloudy overcast weather. Swatow to Hong-

kong, moderate N.E. winds and sea, clear

weather.

## POST OFFICE NOTICES.

MAILS will close:

For SHANGHAI.—

Per Ussach, at 8.30 a.m., on Sunday,

the 18th inst.

Per Peking, at 9 a.m., on Sunday, the

18th inst.

For SAIGON.—

Per China, at 9 a.m., on Sunday, the

18th inst.

For HOIHOW &amp; PAKHOI.—

Per Soochow, at 9 a.m., on Sunday, the

18th inst.

For NAGASAKI.—

Per Maria, at 8.30 a.m., on Monday,

the 19th inst.

For SHANGHAI.—

Per Kutsang, at 3.30 p.m., on Monday,

the 19th inst.

For BANGKOK.—

Per Chou-chow-

An inquest was held at the Mortuary this afternoon, before Mr. Wedderburn, on the body of a man named Ngai Aluk, who was crushed to death in a quarry at Wan-chai by a stone falling on him. Dr. Marques said the body, which had been brought to the Mortuary yesterday, bore the marks of having been severely crushed, and death must have been instantaneous. Ngai Aluk, stonecutter, said he knew the deceased, Ngai Aluk, who was a coolie, aged 46. On the 15th last, about two o'clock in the afternoon, was cutting a stone on the hill at Causeway Bay, and deceased was removing earth from below the stone. After a short time witness stopped to take a smoke and saw the stone was going to fall. He shouted to deceased to clear out, but he would not do so, and the stone fell upon him and killed him. The stone was about two feet and a half above where deceased was working. There was no foreman or head-coolie looking after the men. The stone did not seem to be in danger of falling. Witness could not say whether or not it looked quite safely imbedded in the earth; deceased was told to go and cut away the earth from it, and he did so. The earth below the stone was being cleared away in order to get the stone out of its place. Inspector Hennessy said he heard of the accident about 4 o'clock in the afternoon of the 15th from one of his Chinese constables, and he went to the place, which is on the Shau-ki-wan Road. He saw the stone and was of opinion that it was about four tons weight. It had been quite close to the bottom of the hill and therefore did not fall far. The earth had been cut away from beneath it; in consequence of which it fell. The men were very careless in undermining stones in the same way, and there had been several accidents of the same kind. The first witness was not cutting this stone, but might have been cutting one near it. The jury returned a verdict of 'accidental death.' The Coroner warned the master of the quarry, Tsang I., to instruct his coolies to be more careful in future in the matter of cutting away the earth from under stones.

There is nothing like knowing what you want, and seeing that you get it. The advertiser who inserts the following sample of his moderate desires in a country newspaper seems a very clear-sighted, intelligent man, and might make a good Prime Minister:

'Wanted, Lodgings, by a B.A.—Advertiser wishes it clearly understood who need apply who object on principle to fall in with his not excessive requirements, which include:—(1) punctuality in serving meals; (2) moderate quiet in the house; (3) dry toast thrice daily; (4) joints to be roasted (not baked), and chops and steaks to be grilled (not fried); (5) the free use of a latch key; and (6) the absence of a cat.'

'The absence of a cat' is perhaps a mere touch of sardonic humour. Only a bachelor of standing could have such definite views about roasting and toasting and grilling. A man like this deserves to obtain what he desires, and all open-minded people will sincerely wish that he may get it.

**THE DEFENCE OF THE EMPIRE.**—Not the least interesting of the Ministerial announcements made at the Guildhall was Lord George Hamilton's statement that 'we are on the eve of an arrangement with the largest group of our colonies by which a special squadron, supported by colonial funds, will be added to the naval defence of the empire.' This is a step in the right direction and ought to prove the beginning of great things. The Home Government will never fail to acknowledge its special responsibility in regard to imperial defence: but the co-operation of the colonies has now become almost imperative; not so much on account of any pecuniary assistance they can render, but because the exigencies of modern warfare demand the utmost amount of local preparation, which can only be carried out efficiently by authorities on the spot. The colonies' first line of defence will always consist in the power of the imperial navy to defeat the enemy upon the seas; but it would need superhuman vigilance to render it utterly impossible for a hostile cruiser ever to present herself at Port Philip or Port Jackson.

**MARRIAGE IN THE OPEN AIR.**—The marriage of Miss Purnell, a Baltimore heiress, with Dr. Elgin Gould, a leading Washington physician, was recently celebrated under conditions and with a *sous-œuvre* which soon to have been suggested by the open-air performances of Shakespeare, first attempted in England some time ago, and since largely imitated in America. The wedding took place in the open air in the grounds of the residence of the bride's father. A carpeted platform was laid for the ceremony in the centre of a noble grove of forest trees. In the middle of the platform stood an altar covered with roses and lilies of the valley; while over it, suspended from mighty trees by ropes of emulsa, was a canopy, shaped like a *cottage-roof* and composed of flowers of brightest hue. All round the platform was a deep edging of cut flowers, double at some distance back by a still deeper fringe of graceful foliage, plants of fine proportions. All through the park and on the velvety sward were scattered choice *hosta* plants; and altogether the display seems to have been in the highest degree artistic and effective.

**BRITISH EAST.**—One of the first acts of the General returning to his own dominions will be to attend the launching of a powerful ironclad cruiser, which since July 1886 has been in process of construction at the Baltic Works on the Naujoja. The name of the new vessel is the *Reina Regente*, and she will displace about 7,300 tons. She will be less heavily armed than the *Barbarossa*. Under the fostering care of the Emperor, the Russian navy is being improved at a rate which, in a few years, will surpass the *Marine Flotte* with a fighting fleet of 100,000 men.

That they had two fine rowers in their boat, and only wanted two more; but that they may count upon three hearty chears when they show that they have got the best men.

That after the International race the stroke of the Scotch crew was plaintively asked, 'Where has Scotland found her fame?' to which he replied, 'Not there, not there, my child.'

That the gallant Major, the oldest stroke at the Regatta, is to be congratulated most heartily upon his well-earned success.

That I think Haylar is the prettiest stroke of this lot, and well deserved the win he got, with probably one more.

That hot-bunting is to be deprecated; but I was glad to see that the Juniors secured more than the usual share of Cups, and fought well for them.

The Indian Government have entrusted to the Abercorn Ship-building Company, Paisley, an order to construct and engine a powerful torpedo-boat for the harbour defences of Calcutta. The boat is to be 130 feet long, to have triple expansion surface-condensing engines of 900-horse power, and the speed is to be twenty-three knots per hour. There will be eighty different engines for working the various departments of the boat.

**AN ALARMING PREDICTION.**—An American paper, the *Fireman's Herald*, predicts a terrible disaster in the oil regions of the United States, if the tipping of gas wells is allowed to go on at its present rate without check or supervision of any sort. A fearful explosion of natural gas took place in Illinois some two hundred years ago, it appears, tearing up and destroying a large district, and having a large island sea—that now

is known on the maps as Lake Fu-Chang. Should such an accident occur in the United States, there will be such an upheaval, the *Herald* believes, as will dwarf the most terrible earthquake ever known. The country along the gas-belt from Toledo through Ohio, Indiana, and Kentucky will be 'ripped-up' to the depth of from 1,200 to 1,400 feet, leaving a chasm through which the waters of Lake Erie will come howling down, filling the Ohio and Mississippi valleys and blotting them out for ever.'

**ADMIRAL WILLES ON THE NAVY.**—Admiral Sir George Willes, Commander-in-Chief at Portsmouth, speaking at the municipal banquet in the town on November 9th, said the English ironclads were now in excess of the French. The Government had ceased building them. He thought this was a wise determination, but if the money could be got a few more ought to be built. The Government were now concentrating their attention on building ships to protect commerce, and of these twenty-three were in course of construction, only three of which were being built in private yards. An experiment that had been made in Portsmouth Harbour showed that officers and men could be mobilised in three or four hours. He urged that there ought to be a better flow of promotion for lieutenants, who were now two hundred short of the proper number. Last year, in speaking of torpedoes, he said that experiments had all been in favour of the abject; but later tests had disproved this theory. In the work that was being forwarded by the Admiralty it had been necessary to sweep away all such ships as the *Excellent* and the *Victor*, and men must

be trained on board sea-going ironclads.

**THE PROPOSED BURMAH CHINA RAILWAY.**—Mr. A. R. Colquhoun and Mr. Holt S. Hall continue to press upon a stiff-necked generation their great scheme for the development of British trade in the far East by railway extension in and from Burma. This week Mr. Colquhoun has been addressing the Chambers of Commerce of London and Leeds, and the Manchester Geographical Society. Moreover, the two indefatigable propagandists have published a large book with many maps and illustrations, in favour of a 'Report on the Railway Connection of Burmah and China,' to which Mr. Hall has attached a full and most interesting account of his 'Exploration-Survey.' The other schemes for connecting Assam and Upper Burma and extending railways in Burma are also treated in this book, and have been urged upon public attention in Mr. Colquhoun's addresses. Our readers are familiar with the arguments used by Messrs. Colquhoun and Hall. These gentlemen's work is a clearness, which has a certain nervous intensity, what an immense opportunity there is for advancing British commercial interests in China, and whatever may be the opinion as to their proposed methods of opening the gates, there will be two opinions that the Government ought earnestly to apply itself to the task of getting them opened. The value of the pioneer work which has been done by Messrs. Colquhoun and Hall cannot be overestimated. They have, with much pluck and at no small sacrifice, on their own initiative, enabled the public mind to grasp the magnitude of the problem which has to be solved. If a great opportunity is allowed to slip, it will be in spite of very vigorous and very noble efforts.

That the absence of a cat' is perhaps a mere touch of sardonic humour. Only a bachelor of standing could have such definite views about roasting and toasting and grilling. A man like this deserves to obtain what he desires, and all open-minded people will sincerely wish that he may get it.

**THE DEFENCE OF THE EMPIRE.**—Not the least interesting of the Ministerial announcements made at the Guildhall was

Lord George Hamilton's statement that 'we are on the eve of an arrangement with the largest group of our colonies by which a special squadron, supported by colonial funds, will be added to the naval defence of the empire.'

This is a step in the right direction and ought to prove the beginning of great things. The Home Government will never fail to acknowledge its special responsibility in regard to imperial defence: but the co-operation of the colonies has now become almost imperative; not so much on account of any pecuniary assistance they can render, but because the exigencies of modern warfare demand the utmost amount of local preparation, which can only be carried out efficiently by authorities on the spot. The colonies' first line of defence will always consist in the power of the imperial navy to defeat the enemy upon the seas; but it would need superhuman vigilance to render it utterly impossible for a hostile cruiser ever to present herself at Port Philip or Port Jackson.

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**FRAGRANT WATERS' MURMUR.**—That the carnival on the water has been the attraction of the week, and has been very successful.

That the weather which is best for the rowers is seldom gladdening to the heart, of the yachtsman, and sailing races in a landlocked Harbour are proverbially uncertain.

That all lovers of true sport admired the clever handling of *Naomi* in Thursday's race, and regret that her sporting owner

was not up to time at the start, so as to have finished the race before darkness set in.

That these delays cannot well be avoided where leading members of the community are concerned, owing to the great demands upon the time of commercial men. That *Naomi* again justified her owner's judgment in Friday's race, in standing for Chung-Huo Island, when the slant wind was strong, for the Bear is generally, for all we could do to prevent it, that Russia, for instance, could arrange this little squalor for us, if she cared to do so; but that at present the Bear is supposed to be wearing gloves—therefore we procrastinate.

That our French neighbours in Tonquin have, elaborated a most comprehensive tariff, ranging from punloong to broken glass, most delightful, no doubt, to the official mind, but admirably calculated to strangle trade and drive the Chinese to Singapore instead of the nearest port.

That 'truth is stranger than fiction' is again made manifest by Mr. Nethersole's (late third engineer of the str. *Lorne*) account of his escape from that ill-fated steamer.

That he bore up bravely against a succession of misadventures to which a less plucky spirit might readily have succumbed.

That his narrative is told with an air of modesty characteristic of a brave man. That the treatment he received at the hands of the Chinese is pleasing evidence that they are becoming alive to their duties as hosts towards those who through misfortune are thrown upon their hospitality.

That I think Haylar is the prettiest stroke of this lot, and well deserved the win he got, with probably one more.

That hot-bunting is to be deprecated; but I was glad to see that the Juniors secured

more than the usual share of Cups, and fought well for them.

That people at a distance will be apt to

get no bottom. The captain asked if she

was making any water in the engine-room or stoke-hole. The chief engineer reported the bilges dry. Very shortly after this the second officer called all hands on deck, and my watch and I went up. When I reached the deck all was confusion among the passengers. My watch and I assisted to hoist out two boats on the port side, and the second officer was ordered to take charge of them. I then went to my room and put on some more clothes, as I had nothing on but my singlet and overalls pants. I then went up, and I saw the gig on the port side had been lowered and was full of water, although still hanging in the tackle, and some passengers were in the water. The captain called out to those in the other boats to pick up these people. I then went to the starboard side and assisted the other Europeans in an attempt to get out the life boat, but the passengers crowding into her, and the ship at the same time fast setting by the head, and having a heavy list to port, causing the boat to swing in board, it was impossible to get it out. We managed to swim her clear of the checks once, as the ship rolled to starboard, but before we could lower her the swing back with the boat checks and damaging it slightly. She was not badly damaged, and we tried again to hoist her clear. Had we had more assistance we would have succeeded, but the sailors had all rushed into the port boats when they left, and we had only two sailors left to give assistance, and they were not of much use. We next attempted to launch the No. 2 life boat, after the starboard side, but finding sufficient help we could not get her out. By this time the ship's deck, as far as the forward hatch, was under water, and she was sinking rapidly. The captain now ordered life boats and barges to be distributed to passengers and others, and sent the third officer to blow the whistle for the second officer's boat to stand by us. At the same time we tried to reach the starboard room to get rockets, but the ship was sinking so rapidly, the water now being up to the bridge, that we could not do so. We next got on the tackle of the boat and had each other good by, and the next instant we were all thrown into the water by the ship sinking on her port side. When I came to the surface I caught hold of a bucket. Hearing the chief officer calling for help I swam to him and gave him the bucket, as he had another life-belt not buoy, while I had a life-belt. I now made for the life boat No. 1, which was floating up, with her bottom broken, and a number of Chinese passengers still living underneath. On this boat I found the chief engineer, and we were shortly afterwards joined by the second engineer and the third officer. Here we remained for about half-an-hour, calling to the second officer for assistance, but we got no reply. We tried to right the boat, but could not succeed. As the seas were breaking over us, and washing us off the boat, and soiling the captain, chief officer, and Ripley not far off, I proposed we should swim to their boat so as to be all together. I was followed by the third officer and second engineer and we reached the captain's boat. At this time we did not miss the chief engineer. Some time later the captain asked if we were all there, and we replied 'all but the chief engineer,' whom we never saw again. We anxiously waited for daylight, believing the second officer's boat to be standing by us. All daylight, however, we saw nothing except wreckage, and we counted eighteen persons clinging to us. We next observed the tops of two hills, and saw by their gradually disappearing that we were drifting from land. We were now getting very weak owing to the heat frequently turning over us, almost beating the breath out of us. One by one the weaker of the Chinese dropped off, and about eight or nine o'clock our captain also disappeared. About this time the seas were getting higher, driving the boat to turn over at short intervals. We next missed the chief officer, who sank as the boat was turning over. About two hours afterwards, Mr. Ripley, the passenger, dropped off. The air vessel, which caused him to float, had been making it very difficult to hold on. About 2 p.m. the third officer called my attention to a boat some two or three hundred yards distant. As she appeared in better condition than the wreck we were clinging to, it was proposed to reach for it if possible. I started off, thinking the third officer and second engineer were following, and I called out to the steward to come. After reaching the boat I looked round for the others but could not see them, owing to the high sea, which would render it impossible for us to see each other unless we had both been on the crest of a wave at the same time. As soon as I reached the boat and found her good by, I examined the boat and found her in good order. I kept watch for the others, but never saw them. Shortly before sunset I saw a junk, but although she was in sight a long time she never came within hailing distance. The land now showed up quite plainly, and I was in hopes by daylight to drift on to it.

Early next morning, the 6th December, a junk sailed quite close, which I hailed, and they brought their craft up to the wind and answered. As we could not understand each other, and it was not daylight at the time, they proceeded on their course. By daylight I saw quite a number of junks, they however, simply looked at me and sailed on. I now pulled up the pratings and bottom boards of the boat and made sail of them, breaking off a lath and using it as a rudder. My progress towards the shore was now more rapid and I was in hopes of reaching it by afternoon. About 10 a.m. a junk was close by, which I hailed, and they bore down and picked me up. I tried to make them understand that there were others afloat besides myself, but failed. They took off my clothes and gave me dry ones, and also water, of which was very sorely needed.

They finished in the afternoon the junk brought up, and they gave me as much food as I could eat, at the same time picking out the choicer pieces of fish for me, and they seemed pleased to see me eat; they always intended to make me eat. Some time during the night I was awakened by their floating sail, and about three hours afterwards we anchored at Tamen, where, after giving me a good breakfast and some sampan, they took me ashore, and about half-an-hour afterwards they brought a man to me who could speak English. I was feeling very ill, suffering from chills, and my legs were so swollen and cramped from long immersion that I could scarcely walk. The man (Ah Kee) who spoke English told me he had been employed as boy on the steamer *Lorne*, belonging to the same company as the *Lorne*. He invited me to stay in his house until I was able to walk, and said he would then guide me to Hongkong.

Previous to parting with the *Lorne* I had given him £100 cash (40 cantas), saying he would give me more if he had it, and he wished me

to get a passage to Hongkong. As soon as I arrived at Ah Kee's house I went to bed, and he set about making me chicken broth, and people washing and mending my clothes, and making me as comfortable as possible.

I remained at Ah Kee's house on the 8th all day. He made some tea and cook

ed a breakfast for breakfast. I began to

feel much better and could walk with more comfort. I proposed to start for Hongkong the following morning.

After a good breakfast of beefsteak and fruit we set off for Elbow at 7 a.m. on the 9th, and by noon reached the town of Ningpo, where we called upon the Mandarin and told our story. He was extremely kind, offering us food and soldiers to guide us to the next Mandarin's, which I declined, as Ah Kee knew the road. The Mandarin gave me 1,000 cash and a passport, and I was anxious to resume our journey we started off at 10 a.m. By sunset we reached the village of Taiwo, where we put up at a hotel for the night. Ah Kee made a splendid supper of grilled meat, rice, sweet potatoes, and tea, which I relished greatly, as I had not eaten since morning.

After breakfast next day we started again, at 10 a.m. before daybreak, and walked on until 1 p.m. when we stopped and took rice and boiled eggs. After a wash and an hour's rest we went on, and at 6 p.m. reached the town of Dong, where I handed in my passport to the Mandarin who gave me another passport and 500 cash. As the boat for Pukh-cheong was just preparing to leave I had to hurry to the starboard side and assisted the other Europeans in an attempt to get out the life boat, but the passengers crowding into her, and the ship at the same time fast setting by the head, and having a heavy list to port, causing the boat to swing in board, it was impossible to get it out. We managed to swim her clear of the checks once, as the ship rolled to starboard, but before we could lower her the swing back with the boat checks and damaging it slightly. She was not badly damaged, and we tried again to hoist her clear. Had we had more assistance we would have succeeded, but the sailors had all rushed into the port boats when they left, and we had only two sailors left to give assistance, and they were not of much use. We next attempted to launch the No. 2 life boat, after the starboard side, but finding sufficient help we could not get her out. By this time the ship's deck, as far as the forward hatch, was under water, and she was sinking rapidly. The captain now ordered life boats and barges to be distributed to passengers and others, and sent the third officer to blow the whistle for the second officer's boat to stand by us. At the same time we tried to reach the starboard room to get rockets, but the ship was sinking so rapidly, the water now being up to the bridge, that we could not do so. We next got on the tackle of the boat and had each other good by, and the next instant we were all thrown into the water by the ship sinking on her port side. When I came to the surface I caught hold of a bucket. Hearing the chief officer calling for help I swam to him and gave him the bucket, as he had another life-belt not buoy, while I had a life-belt. I now made for the life boat No. 1, which was floating up, with her bottom broken, and a number of Chinese passengers still living underneath. On this boat I found the chief engineer, and we were shortly afterwards joined by the second engineer and the third officer. Here we remained for about half-an-hour, calling to the second officer for assistance, but we got no reply. We tried to right the boat, but could not succeed. As the seas were breaking over us, and washing us off the boat, and soiling the captain, chief officer, and Ripley not far off, I proposed we should swim to their boat so as to be all together. I was followed by the third officer and second engineer and we reached the captain's boat. At this time we did not miss the chief engineer. Some time later the captain asked if we were all there, and we replied 'all but the chief engineer,' whom we never saw again. We anxiously waited for daylight, believing the second officer's boat to be standing by us. All daylight, however, we saw nothing except wreckage, and we counted eighteen persons clinging to us. We next observed the tops of two hills, and saw by their gradually disappearing that we were drifting from land. We were now getting very weak owing to the heat frequently turning over us, almost beating the breath out of us. One by one the weaker of the Chinese dropped off, and about eight or nine o'clock our captain also disappeared. About this time the seas were getting higher, driving the boat to turn over at short intervals. We next missed the chief officer, who sank as

AN EDITOR'S WIFE.  
The first place, of course, is for editor's wife  
Must be a companion and helper through life.  
She must be very graceful and witty and wise;  
Converse with great ease with her lips and her eyes—  
Must never be awkward, but always at ease;  
And strive hard the friends of the party, to please;  
Must not be too young, or with fresh-faced charms,  
But must win every heart with her womanly charms.  
And then it well will if this editor's wife  
Has a cast-iron heart to go smoothly through life;  
Which would turn the very soul of an enemy's pen—  
Make his most laudable thoughts rebound there and then;  
For to carry a worn weary heart through the day  
Would be wrong; for an editor's wife should be gay  
So's to meet her liege lord at the door of his nest;  
With smaller and with lesser—her sweetest and best;  
And the meal that same standard should be on the table,  
Cooked as well as his taste at his mother's jeans able;  
Then besides the homework (for her shirts must all  
—she).

If she shall bring home members or big folks to dine—  
And his coat must be bristled like the varlet mob's  
To be ready in time for political meets—  
And socks must be darned at the heel and the toe—  
Aid his collar be white as immaculate snow,  
While she must be able to dress herself well  
And look just as stylish as any fine belle  
On less than a rich yester-her gown would cost;  
She must help in his sanctum or else he is lost;  
For who—she can never be as one;  
Who knows but how deeply the scolding's done?  
For no paper alone meets the lady's sheets know,  
But, to turn honest penance to onward they go;  
She should cut out some pattern of dresses or cloaks  
And new them together for weather folks,  
Whose whimsical fancies and ways will forever  
Be useful to some humbug, poor wife's endeavor;  
And so she can scissor both cloths and endeavor.  
As her duty from pictures to paragraphs rungs.  
And sometimes, when the editor's ill  
She should write up the ledger with masterly skill;  
And if some chuse loan her pathway should cruse,  
She should serve it with witty, original sauce.  
But more than all this; when the manuscript come,  
With their great disproportion of clever to dumb,  
She must read and return, or when authors don't  
ask it.

Let them gently to sleep in the little waste basket;  
Or, with heart and hands tired—eyes brimful of tears—  
Mail papers to men who have had for years!  
If the past, rainy day has supplied all their annual wealth,  
And the fond husband cannot regain his lost health  
As well as the invalid's known down genes;  
She must know to set her few dollars aside;  
And as well as the sick man's purse (of ryo)  
She must help the poor printer about his split pi.  
And if some, perhaps, there's a strike on the  
trunk—

If against this strong union the men grow afraid  
Or if gone on a spree or carous or revel,  
This dear, useful wife should, of course, do the devil—  
—American Exchange.

THE ROMANCE OF A THIMBLE.  
BY GEORGE H. TAYLOR.  
Time and again I had noticed an old  
Uncle Dolsen's—dum-dum—piece a small but  
very heavy sewing thimble, from which the  
outer plating of precious metal had been  
stripped away and the heavy base of brass  
left battered, corroded and black. It stood  
partially hidden amongst a variegated army  
of bright brass of red and yellow, corn, wings  
of golden barley and extraordinary kernels  
of wheat, choice samples of the last year's  
harvest; and those mingled with some bits  
of old-fashioned delf and an antique image  
or two that betrayed the hand of the potter  
rather than the sculptor—such bits of  
bris-a-brac as would make glad the heart  
of our devout matheo of to-day had they  
been found on a like blackened and  
sheaved mantis-piece in any corner of the old  
world, instead of in a pioneer dwelling  
on the banks of a Western river.

But the Thimble! There it stood, day  
after day, through spring, summer, autumn  
and winter, unmoved unless jostled an inch  
or two to right or left, when the dry seeds  
were taken down for planting or another  
choice handful from the latest harvest was  
added to the stock. For there were no  
women folk around "Uncle" Dolsen's do-  
mestic to execute a semi-annual meadrum,  
otherwise known as house-cleaning.

And there's "Uncle" Dolsen's at alone, when  
his day's work was done, in a great homely  
made arm-chair on a cushion of shriven corn  
husks, letting the simple incidents of his  
fifty years of rural life mark past him in  
the dawning fire-glow, until the procession  
of events must have become as monotonous  
and mechanical as the movements of the  
wooden figures in the street musician's box.

Everybody along the river knew that

"Uncle" Dolsen had had his early love  
affair, for he was not single and eccentric,

but none knew the particulars of it, al-  
though the events had all transpired in the  
neighborhood. Though the course of his  
love had not run smooth its interruptions

were not such as to catch the eye of the  
rural gossip; but to "Uncle" Dolsen, sit-  
ting by the fire-side in the ancestral log  
house, there were events that had turned  
the whole current of his life and made him

an ambitious and loveless old man.

"Uncle" Dolsen's earliest memories were  
of the intimacies that existed between his

youthful household, a bright-eyed sprite of a  
girl about his own age, but so utterly  
unlike him in every feature and character-  
istic that it was almost impossible to regard

them as brother and sister. The isolated

country life of the two children was one in  
everything, Janet going with Van upon

expeditions she would never have under-

taken had there been any brothers or boy

companions. As it was he became Janet's  
hero as he became the object of all his  
boyish chivalries. Together they engaged

in every task and every adventure, divided

every pleasure and shared every pain.

It was thus until they had reached their

first years of boy and girlhood when other

love than that of brother and sister disturbed

the facies of our innocent days, and Van

and Janet who had often declared, with

childhood facility for adjusting all things,

their intention to be man and wife when

they grew big, began to realize that in the

natural order of events they were likely to

make other attachments that meant the

sundering of that undefined bond that had

so long kept them companions. But the

thought was set aside, as disagreeable

thoughts often are, with the hope that the

day of separation might be far off.

The first great affliction of their lives

was the death of their mother. Sincerely

they mourned, and wept their grief out on

each other's backs, then tenderly counted

over the little keepsakes and reliques she had

apportioned between them. Among them

was a heavy metal thimble, religiously be-  
queathed to Janet. Around its upper rim and

somewhat hidden by the rolling edge

was an inscription, "To Janet from Roy".

This, the young folks considered, needed

explanation, for their father's name was

not Roy, and with youth's impetuous eager-  
ness to know, even when the knowledge

may only bring pain, they took the first

opportunity to consult him about it.

He told them that he and their mother

had long contemplated letting them into a

secret that the thimble half unfolded, but

could never make up their minds just how

or when the story should be told. Hesita-  
ting and postponing, his wife had gone to

her rest with the story still untold. No

better opportunity than this questioning

about the thimble might ever arise, and so

she would tell them.

The good woman they had just laid away

in the little family burial ground on a dia-

tant corner of the farm was the young wi-  
dow of Roy McGregor, narrated their in-  
terest, when he made a visit to the Selleck  
settlement, on the banks of the Chonel  
Escarie, attracted thither by the wonderful  
stories of ghosts and witchcraft that once  
gave a continental distinction to that com-  
pany of Scotch colonists. And he was a  
widower, with hat-band of epope scarcely  
taken on the faded tint of brown. They  
had each a child and the children were of  
one age and it was they talked of the par-  
ticular cleverness of these respective babes  
that they grew imprest—in each other.  
That was the brief and simple story and it  
explained the inscription on the thimble.  
They were not brother and sister but by us-  
ers.

This revelation was a surprise to Van  
and Janet as the entirely unexpected al-  
ways is; but to say that it in any way  
changed the position in which they stood  
in each other's affection at once would be

improbable. It was only as time went by  
that thoughts of the real interest in each  
other came to the forefront, and then they  
were never given utterance. Only in a  
vague way did Van sometimes venture to  
think that he had known him as a brother  
long enough to regard him less as a brother  
and more as a lover, and that their old  
feur of separation need never be realized.

So time went by and our "Uncle" Dolsen,  
then in the prime and vigor of young man-  
hood, loved and waited, and while he waited,  
his thoughts were diverted from the common  
theme by a new and greater com-  
munity. In the heated council of two  
countries there arose threats of war.  
Bloodshed was impending. The trouble  
grew and increased until the people were  
up in arms. The Indians had been aroused  
to take sides in the quarrel, and "Uncle"  
Dolsen, who had expected to go to the front,  
found himself bound to the first duty of a  
home guard for Janet and his father. The  
Indians had had their warlike spirit aroused,  
but their ideas of alliance were not very  
well defined, nor their sense of military  
power very strong. They struck a blow  
for plunder as readily as at the time when  
they had been made to do so by their  
fathers. The Union Jack will be hoisted at  
the Mast Head when any vessel is being  
signaled.

2. TEMPERATURE, in the shade in degrees,  
Fahrenheit.

3. HUMIDITY, in percentage of saturation, the  
humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufor-  
t Scale.

6. STATE OF WEATHER, a blue sky, a do-  
mestic cloud, a drizzling rain, fog, gloomy  
a haze, lightning, a overcast, a passing shower,  
a squall, a rain, snow, thunder, a dew (wet).

7. RAIN, in inches, tenths and hundredths.

### Government Notification.

No. 56.

HARBOUR DEPARTMENT.  
The following Rules regarding signalling at the Peak are published for general information.

By Command,  
FREDERICK STEWART,  
Acting Colonial Secretary,  
Colonial Secretary's Office,  
Hongkong, 17th February, 1888.

SIGNAL STATION VICTORIA PEAK, HONGKONG.  
1823 Feet above Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Man-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Mast Head.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard, Arm, and Distance of at the Mast Head, will be hoisted.

6. If a Flag showing that an Officer of high rank is on board an incoming vessel, a small flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

7. If a Flag showing that an Officer of high rank is on board an incoming vessel, a small flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a small flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Signals and National Colours, or House Flags at the Quarter of the Yard, or at the Mast Head.

10. When the two men stood at the window, like the men who kept the bridge at Rome, and met every assault of the enemy from their vantage ground successfully, until decimated and baffled, the remnant of treacherous savages gave up the fight and drew off.

When the two brave men turned to Janet  
she was dead. The wound, not necessarily  
fatal, had been neglected too long, and the  
girl had bled to death.

Two days later there was another mound

in the little farm burial lot that was con-  
secrated afresh by two strong men's tears.  
But how about the thimble? Why this?

When some years after Van had occasion to  
remove a basswood tree that stood in the line  
of the shot fired at the Indian, he found a  
thimble imbedded in its trunk. It was

blackened and almost shapeless, but it was  
a treasure to Van's eyes, and ever afterwards  
he kept it in some position where it might  
afford him his gaze. In later years it had

found a permanent resting on the old man's  
dinner-piece, and "Uncle" Dolsen's fading sight  
seemed to last to see in it a memory of

the past that he colored and vivified to suit

his eyes. As the man grew old, and the  
thimble became the object of all his  
affection, he would often take it from his  
pocket and hold it up to the light of the  
window, and then lay it back again.

As the years went by, Janet grew old, and

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